

to this controversy, with the President as mediator. It is probable that the employees will accept arbitrators appointed by the President if an agreement can be reached as to the matters to be arbitrated.

The representatives of the employees were especially optimistic after their conference with the President.

A peace officer, assured, said one of the heads of the brotherhoods as they left the White House.

W. R. Stone, head of the engineers, said frankly he was optimistic. The same attitude was maintained by Judge Chambers, one of the commissioners of the Federal Board of Mediation, who conferred with the President later.

"The law," he said, "appears to be on our side."

**Conference May Be Prolonged.**

At the headquarters of the railroad managers the vague hope was expressed that the President, by reason of his influential position, could find a way out of the portentous difficulty. The situation was described, however, as extremely critical.

There is a possibility, if a basis for further discussion is reached, that the conference may be prolonged for several days before a definite decision is attained. The President today cancelled all his engagements and devoted himself entirely to the strike problem, and will give his attention to it almost entirely until the crisis has passed.

The foremost questions are what shall be arbitrated, if arbitration is resorted to, and what form of arbitration shall be adopted. Representatives of the employees maintain that their demand for an eight hour day and time and a half for overtime is too close and, and a proposition under discussion. They insisted to the President in their conference today that the railroads make some concession on the eight hour day and time and a half for overtime. They said they would be ready to discuss negotiations further.

**Concessions by the Workers.**

The employees are understood to be ready to consent to the principle of arbitration if the contingent proposals of the managers, which the men claim involve rights they have won in thirty years of effort, are eliminated from consideration, and if arbitration is conducted by a board on which all four brotherhoods are represented.

While representatives of the employees insisted they had not yet agreed to arbitrate any feature of their differences, they were willing to accept arbitration of some form of compromise would be agreed upon. At no time, it was said, did the representatives of the employees indicate that unless their demands were granted unqualifiedly they would go on strike.

Both sides refused absolutely to discuss their meeting with the President or venture any opinion as to the probable outcome of the negotiations.

The President, it was declared, made no compromise proposition to either side today. He merely listened to the employees' representatives and the managers' representatives, and suggested that some concrete working basis be agreed upon before proceeding further.

**Cabinet Meeting Cancelled.**

To-morrow's Cabinet meeting has been cancelled so the President may devote most of his time to the railroad problem. He cancelled several engagements today that he might have the opportunity to talk with the two sides.

Mr. Garretson made it clear today that under no circumstances will the employees' strike be ended by the Newlands act. The boards of arbitration provided by that act, they maintain, are too small. The balance of power, they claim, is too close, and, as a result, the employees have suffered. Indications were that the President, recognizing this situation, might propose a special board of arbitration, composed of as many as twelve men, including representatives of all the brotherhoods.

Reports that the President had notified the managers that unless some agreement could be reached with the men he would invoke the Newlands act to influence Congress to pass an eight hour day law, circulated, but discounted by those in close touch with the situation.

"I would fight any attempt to pass such a measure," said one of the members of Mr. Garretson upon hearing the report.

There was discussion today of the possibility of the President appointing an arbitrator in the dispute, but his position was understood to be that he has no authority to do so. There was a possibility that instead he might name the so-called neutrals on the board.

**Conference Lasted Two Hours.**

The President's first conference with the men lasted two hours. The President asked Mr. Garretson for a full statement of the situation as the men viewed it. Mr. Garretson pointed out, it is understood, that the only concrete proposal made in the entire dispute had come from the men, and that they felt that before they took further steps they should be advised what attitude the employees will assume. He argued that the railroads summoned the mediators to New York and then had no mediation proposal to submit.

Sufficient time has elapsed since the strike first was suggested and known delays have ensued, Mr. Garretson was understood to have declared, to permit the railroads to submit any sort of an unequalled proposal which they might have in mind.

Many questions regarding the situation were asked of the President, and the brotherhood representatives were impressed by his grasp of the situation.

When the employees' representatives emerged from the White House they faced a battery of cameras. They were willing to pose for pictures, but unwilling to talk.

"As long as this matter is in the President's hands we will have no statement to make," Mr. Garretson said.

Mr. Garretson added, however, that the brotherhood representatives would go to their hotel and return to the White House whenever the President desired to see them. They waited throughout the afternoon while the President conferred with the railroad managers, but the only word that came was the summons to meet the Executive again to-morrow.

**Managers State Their Case.**

Three hours after the employees' representatives had left the White House the managers' managers met the President. Elisha Lee, assistant general manager of the Pennsylvania Railroad, presented the railroad's side of the case. The President requested him to explain in detail where the employees and employees disagreed. When the managers made clear Mr. Wilson urged that for practical reasons the two sides get together as quickly as possible.

Judge Chambers, who returned here early this morning with Secretary Taft, conferred with the President five times during the day, and was in constant communication with the representatives of the railroad and the employees. Late this afternoon he was summoned to the White House and went to the hotel where the managers' committee was meeting in order to keep abreast of their discussion.

While only the brief formal statement was forthcoming from the White House, it was indicated by Administration officials that for the present the President regarded the situation as out of his hands with the next move up to the conference.

The chief feature of the "contingency proposition" of the roads, which it is modifying or withdrawing at today's conference, is a provision eliminating entirely all double compensation for employees working overtime on performing two classes of service. The proposition was presented by the roads after the

men had made the demand for an eight hour day and extra pay for overtime.

Shortly before midnight leaders of the managers said that while their conference might continue for several hours they would have no announcement to make before to-morrow.

## WILSON ADVISES WEED.

**I. C. C. Inquiry No Strike Remedy, He Tells Bostonian.**

Boston, Aug. 14.—An inquiry by the Interstate Commerce Commission into the threatened railroad strike would be a remedy for the crisis at the present moment, President Wilson said in a letter received by Charles F. Weed, head of the Boston Chamber of Commerce today. The communication, dated August 11, was as follows:

My Dear Mr. Weed: Allow me to acknowledge the receipt of your telegram of August 9 conveying to me the vote of the Boston Chamber of Commerce recommending that the Interstate Commerce Commission be authorized to inquire into the facts in the pending railroad controversy.

You need not doubt that the full importance of the gravity of the new acute controversy between the railroads and their employees has been a constant subject of thought and conference with me, and that I have been trying to make sure that no means of assisting a settlement was overlooked.

There is no compulsion of law available by which we could oblige the parties to the dispute to wait the finding of an inquiry by the Interstate Commerce Commission. And it seems to me that such an inquiry is not a remedy for the present situation.

"As I write conferences are in progress in New York city between both parties to the controversy and the Federal Board of Mediation and Conciliation, and I am hourly awaiting a report from those conferences before determining what is my duty. Sincerely yours, "Woodrow Wilson."

**MEDIATORS STAY HERE.**

**Await Outcome of Negotiations in Washington.**

Commissioner G. W. W. Hanger said last night that he and Judge Martin A. Knapp, chairman of the Federal Board of Mediation and Conciliation, would remain in New York until the outcome of the negotiations between President Wilson and the trainmen and the committee of railroad managers was definitely determined.

"In the event," he continued, "of the failure of the President to bring the two sides together to arbitrate the matter, we may be needed here in New York. The situation will be handled from this city if that should happen, however. That is merely speculation, and hardly likely."

"When the President expresses a wish it is virtually a command, and as a rule his wishes are respected. We have had no news from Washington up to the present. When I returned to the hotel to-night I expected to find a telegram from Judge Chambers. I suppose he did not wire us because he was busy. He is going to the conference. He was not a party to the conference. Judge Chambers went to Washington merely to arrange for the conference."

**Ridiculous Military Idea.**

When Mr. Hanger was asked if he thought it likely the President would place soldiers on the railroads, a committee appointed by the delegates of the Big Four fail to agree with his plan for a settlement, he replied: "That is a ridiculous military idea. The railroads are not a military organization. The trains, he went on, 'it would be impossible for them to do that. They lack the training and could not take up the work of an armed railroad organization.'"

"The only way that plan could be carried out would be to put the trains with the experienced employees and compel the latter to keep the traffic moving. The Interstate Commerce Commission would not be called in on the situation as their investigation would consume too much time. However, the Interstate Commerce Commission would be resorted to if necessary to solve the question."

**FIELDS ANNOYED AT SUIT.**

**Actor Chafes at Delay in Newark.**

In Action for \$974.

NEWARK, N. J., Aug. 14.—Law Fields, actor, yesterday filed a suit against Commissioner John A. Bernard as defendant against a claim for \$974.63, brought by the United States Printing and Lithograph Company for play bills, posters, etc., contracted for by the "Take My Advice" company that barnstormed through some sixteen weeks in the spring and summer of 1911.

The hearing was set for noon. Mr. Fields had an appointment at the World's Film Company studio, but David Miller, counsel for the plaintiff, was half an hour late. The actor waited impatiently, fearing he would miss his appointment. When the lawyer arrived Mr. Fields explained he had nothing to do with "Take My Advice" except it was stated under his direction and he received \$100 a week.

He also testified that the Fields Producing Company, of which he is president, is controlled by the Shubert Theatre Company and never has paid dividends on its capital stock. The hearing was adjourned to 5 o'clock to-morrow at the New York County Lawyers Association, 165 Broadway.

**20,000 BARBERS TO STRIKE.**

**Big Walkout Is Scheduled for 10 A. M. Next Tuesday.**

New Yorkers will have to shave themselves next week, for the barbers, not to be outdone by the street car men, the railroad men and the farmers, are going on strike. Rubin Guskin, business agent of the Barbers Union, said yesterday that 20,000 of them, representing the employees of 10,000 shavers in the city, will walk out at 10 o'clock next Tuesday morning.

The men demand that work shall stop at 8 P. M. during weekdays and at 1 P. M. on Sundays and holidays. They also demand an increase in pay of \$1 to \$2 a week.

**BUD FISHER WINS DECISION.**

**Justice Greenbaum Holds Syndicate May Use "Mutt and Jeff."**

Justice Samuel Greenbaum of the Supreme Court yesterday decided that Bud Fisher and the Wheeler Syndicate, controlling the "Mutt and Jeff" cartoon issues, have a right to use the familiar names of the two characters without restraint.

The decision resulted from a suit of the Star Company permanently to restrain the defendant from billing the cartoon as "Mutt and Jeff." The court decided the plaintiff had not established any copyright privilege in the names.

**VILLA'S OWN MEN DEFEATED.**

**His Personal Followers Routed at San Ignacio by Gen. Ramos.**

CHIHUAHUA, Mex., Aug. 14.—While Villa was hiding back in the mountains nursing his old wounds a band of his personal followers was attacked and routed at San Ignacio, near Escobedo, by Gen. Martin Flores, who lost a captain killed and had his horse wounded in the fight, according to an official report received today by Gen. Trevino. The report placed Villa's men at the Durango border, near the Mexican Central Railroad.

Gen. Trevino stated that the Martin Flores band of outlaws has been traced to Guadalupe, where the Carranza commands will try to trap them.

## N. Y. PREPARES FOR BIG STRIKE LIKE FAMINE

**Business Men Implore President Wilson to Do Utmost for R. R. Peace.**

## MOTOR SERVICE PROJECT

**Hotels Talk of Transporting Own Food Supplies—Commuters' Problem.**

New York city, apprehensive of isolation from the outside world as the result of the threatened railroad strike, took steps yesterday to guard against a possible food famine.

If President Wilson should fall in his negotiations to settle the strike, the heaviest misfortune will rest upon this city because of its 5,500,000 inhabitants, its geographical situation and its utter dependence upon outsiders for its daily nourishment.

If the strike comes the town expects to go on short rations, to tighten its belt, and make an awful outcry. Already the preliminary sounds are being raised. The dry goods men yesterday sent a telegram to the President begging him to do his utmost to bring the 100,000 railroad men and 235 railroad managers to terms.

Last night the hotel managers began to whisper of the hardships that would be imposed on them. They spoke of what the cessation of passenger traffic would cost them and how painfully they would feel the lack of freight shipments.

**Motor Service for Hotels.**

The McAlpin and other hostlers who get their biggest transient trade at night, the hotel managers are instituting a motor service for the transportation of its food supplies. Theatre managers began to hint of disaster to their commencing season should their commuting patrons be cut off.

The commuting problem will be one of the most severe results of a stoppage of the trains. The New York Central, New Haven, Pennsylvania, Central Railroad of New Jersey, Lackawanna, Erie, West Shore and Lehigh Valley bring into the city each morning and bear out each night 120,000 suburban commuters. Eight hundred and fifty trains are in daily operation to handle commuters.

Noting that the railroad companies have devised this far with the menace of a big strike at hand will preserve these suburban schedules. Many of the roads named intend to shut down operation altogether. The Pennsylvania intends to run what trains it can, and possibly the New York Central and New Haven will follow its example. It is said that the Erie will run a hundred of the trains now reaching New York will run if a tieup is called.

**10,000,000 Tons a Year.**

Every day in the year there is in transit from New York and other ports of freight throughout the country. A large slice of this goes to New York. New York's share consists of the clothing it wears, the food it eats, the milk it drinks and the coal with which it is warmed.

From the railroad point of view the greatest suffering bequeathed New York would be the shutting off from the thousands of tons of fuel it consumes daily to keep its internal machinery running.

None of the huge plants that burn coal in the city would be able to operate. The power plants, the plants that keep New York lighted at night, that give it a telephone and telegraph service, that keep its dynamo whirling, would be shut off from the fuel that would keep them going.

Not only would the city be cut off from the fuel that would keep them going, but the city would be cut off from the fuel that would keep them going.

**CHOLERA AT NAGASAKI.**

**48 Deaths Occur There and 100 Cases Reported.**

NAGASAKI, Aug. 14.—An outbreak of cholera here in forty-eight deaths. One hundred and nine cases have so far been reported.

A despatch from Yokohama on August 5 stated that there were fifty-two cases of cholera in that port and that Tokyo had declared a quarantine against the city. The despatch said that the Maru, bound for Tacoma, was quarantined with fifteen cases of cholera on board. The ship was later released and sailed for Tacoma on August 10.

**BOY RIFLEMAN ARRESTED.**

**Peppers Another Lad While Training for the Army.**

His ambition to become an expert marksman as the first step toward winning fame as a cavalry leader caused the arrest of Eddie Reid, 12 years, of 455 East 14th street, yesterday. He had been shot at yesterday by Walter Pugh of 455 East 14th street with an air rifle.

The Pugh boy was flying his kite on the roof, when Eddie, from below, ordered him away. Pugh obeyed, but as he turned Eddie shot him twice, inflicting superficial wounds in the left forearm and head. Dr. Fein of Lebanon Hospital treated the hurt boy. Mr. Pugh, the injured boy's mother, had the marksman arrested.

Eddie told the police he had saved his money for three months to buy the rifle and train for the army. His parents did not know he owned it, and every night a little girl neighbor had hidden it for him in her own home. According to the statement of the boy, he had been hit with shot from Eddie's gun.

**ABANDONS BABY TO GIRL.**

**Woman Gives It to 12-Year-Old Child and Vanishes.**

Emily Miller, 12 years old, of 41 Reeves place, Brooklyn, sat on a bench in Prospect Park yesterday afternoon holding a baby. The way she held it attracted the attention of Policeman Patrick Roulan, a keen observer. It seemed to him she didn't enjoy her task, but looked ill at ease.

Policeman Roulan waited and then asked the child what was wrong. He learned that Emily had been holding the baby for an hour or more, a mysterious woman having left it with her saying that she wanted to go shopping and would return in a few minutes.

Roulan took the two to the Prospect avenue station, where Emily was relieved of her charge and sent off to her home. The baby, a girl, was sent to Kings County Hospital.

**ALIMONY FOR MRS. DE SAULLES.**

**Court Awards Her \$300 a Month and Custody of Child.**

An agreement entered into between Blanche Erasmus de Saullas, Chilean heiress, and John Long de Saullas, formerly Yale football captain and Minister to Uruguay, whom she is suing for divorce, providing for temporary alimony, child custody and the custody of the child was approved yesterday by Justice Tierney.

It is agreed pending final decree De Saullas shall pay his wife \$300 a month and counsel fee of \$1,000. The father is to have sole custody of the boy from September 15 to October 15, and may visit him at other times.

**Uruguayan Ministry Resigns.**

MONTevideo, Aug. 14.—The Uruguayan Ministry has resigned.

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## CARMEN SUBMIT 26 DEMANDS TO LINES

**Higher Wages and Better Working Conditions Sought on Four Systems.**

## STRIKE PARLEY'S RESULT

**If Companies Do Not Assent by Aug. 20 All Agree to Arbitration.**

Requests for higher wages and better working conditions were presented yesterday to the heads of the surface car systems in Manhattan, The Bronx, Queens and Richmond. They were prepared by committees of employees of the various companies in conference with officials of the Amalgamated Association of Street and Electric Railway Employees in accordance with the agreement signed by the traction heads and the union men in settling the strikes last week.

The demands on the New York Railways Company number twenty-six in all. They were taken to the office of President Theodore P. Shonts by a committee of carmen in the afternoon, and as Mr. Shonts was out they were left with his secretary. Similar demands were filed with Vice-President Edwin A. Maher, Sr., of the Third Avenue Railway system, upon Receiver Heaver of the Second Avenue Railroad and with the heads of the New York and Queens Railroad Company and the Richmond Light and Power Company.

The demands call for 30 cents an hour for the first year of service and 25 cents an hour thereafter for motormen and conductors.

**Rumors of Possible Break.**

There were rumors of a possible break between the employees and the companies yesterday afternoon, because union employees of the New York Railways and the Third Avenue Railway system are reported to have been charged. While William B. Fitzgerald, chief organizer, said men have been charged with the employees' committee, he said the understanding is that the company officials have promised to hold the strike until the men who are charged are discharged, and to discuss with them the question of the discharged men as well as the demands for higher wages.